

Redland Rd from Crabbs Branch Way - Braederwood La -- No. 500010

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Gaithersburg Vicinity**
 Relocation Impact **None.**

Date Last Modified **May 18, 2006**
 Required Adequate Public Facility **NO**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,369	670	152	547	54	300	193	0	0	0	0
Land	218	1	217	0	0	0	0	0	0	0	0
Site Improvements and Utilities	699	1	0	698	0	0	698	0	0	0	0
Construction	2,678	3	200	2,475	250	1,489	736	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	4,965	676	569	3,720	304	1,789	1,627	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,330	52	569	3,709	304	1,778	1,627	0	0	0	0
Development											
Approval Payment	474	474	0	0	0	0	0	0	0	0	0
Intergovernmental	161	150	0	11	0	11	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				4	0	0	1	1	1	1	0
Energy				16	0	0	4	4	4	4	0
Net Impact				20	0	0	5	5	5	5	0

DESCRIPTION

This project provides for reconstruction of a segment of Redland Road including the intersections with Crabbs Branch Way and Needwood Road for congestion mitigation. Anticipated improvements include: widening a portion of Redland Road from Crabbs Branch Way to Braederwood Lane, construction of additional turning lanes, installation of traffic improvement devices, storm drain modifications as needed, and an 8' mixed use bike path/sidewalk (Class I). The bike path will be located within the project limits on the north side of Redland Road and the east side of Needwood Road.

Service Area

Gaithersburg vicinity.

Capacity

AM level of service (LOS) of the Crabbs Branch Way intersection will be improved from D to C, and PM LOS from F to B. AM LOS of the Needwood Road intersection will be improved from F to C and PM LOS from E to B.

JUSTIFICATION

Studies conducted by DPWT Traffic Engineering and Operations Section and Parking Operations Section and comprehensive consultant studies indicate significant congestion in this roadway segment. In addition to the improved level of service, the project will reduce the operational problems at these intersections. The addition of the bike path will provide access to the Shady Grove Metro Station.

Plans and Studies

A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to a significant scope change.

STATUS

Final design stage

OTHER

Scope was changed in July 2003 to: delete reversible lane, add 5th lane and class 1 bike path, align lane reconfiguration, add fill at dam which resulted in additional right-of-way requirements and greater utility impacts. The project was not included in the FY05-10 CIP because reliable schedule and cost estimates to reflect the July 2003 scope were not available in time for publication.

FISCAL NOTE

DAP collected through FY05 is included in this project. Intergovernmental revenue is comprised of DEP contribution of up to \$150K for dam repair, and \$11K from WSSC for water and sewer adjustments.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY00	(\$000)
Initial Cost Estimate		1,896
First Cost Estimate		
Current Scope	FY07	4,965
Last FY's Cost Estimate		3,410
Present Cost Estimate		4,965
Appropriation Request	FY07	1,555
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,410
Expenditures/		
Encumbrances		771
Unencumbered Balance		2,639
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Intersection and Spot Improvements Project
 Department of Environmental Protection
 Department of Permitting Services
 M-NCPPC
 Potomac Electric Power Company
 Verizon
 Comcast
 Washington Suburban Sanitary Commission

MAP

See Map on Next Page

